

WINTER 2022

wavelength

csc magazine

Q&A WITH QHM
PORTSMOUTH

THE HAMBLE CLASSIC
AND PURSUIT RACES

ZHIVILI HAS A
DEEP CLEAN

BOOK A HOLIDAY
WITH NAUTILUS
AND SAVE £75

2022 CALENDAR
OF EVENTS

IN HOT PURSUIT

the last race of the season



channelsailingclub.org



Wavelength
Marion
Tempest

WELCOME

THIS ISSUE we have articles on a few races that did manage to happen, an interview with the Queens Harbour Master at Portsmouth, a lesson in online Yachtmaster theory, farewell to an old friend (or should that be waymark) and a quiz to test your nautical knowledge.

As always I couldn't do it without your contributions and just want to thank anyone who has taken the time last year to write up and share pics of their sailing exploits, please keep on sending them in to me.

Also I would like to thank Dick for his enthusiasm for Wavelength and support these last three years. *Marion*

CHANNEL SAILING CLUB COMMITTEE MEMBERS 2022



Commodore
Dick
Beddoe



Vice-commodore
Simon
Worthington



Treasurer and
racing
Simon Davey



RYA
Training
Ken Fifield



Talks
organiser
Bill Rawle



Social events/
Bookkeeper
Jane Beddoe



IT and web
Teresa
Hemingway



Bosun
Rich
Murfitt



Cruising
secretary
Leon Barbour

Members with roles TBC at the next AGM: David Surman, Gaius Hiscox, Nick Harman, Rupert Holloway and Penny Mills

If you would like to join the committee please talk to Dick, Simon W or any other committee member

wavelength THE CHANNEL SAILING CLUB MAGAZINE

EDITOR
Marion Tempest
Deputy editor
Contributor
Simon Worthington
Contributor
Nigel Barraclough

PLEASE SEND ANY LETTERS
AND PICTURES TO
[wavelengtheditor@
channelsailingclub.org](mailto:wavelengtheditor@channelsailingclub.org)

CLUB NIGHT
Channel Sailing Club meets
every Wednesday at Ashted
Cricket Club, Woodfield Lane,
Ashted, Surrey KT21 2BJ.
Doors open at 8pm. Prospective
members welcome.

THE CLUB SENDS OUT
EMAILS
on a regular basis to remind
members of upcoming events.
Don't forget that if your
personal information changes
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account on the website and
update it online. Check out the
club's website for news and
information
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A FOND FAREWELL



This is to be my last Commodores Column as this is my last year as Commodore of the Channel Sailing Club. The three-year tenure has passed extremely quickly and during that time we have experienced the most extraordinary and unprecedented changes to our society because of Covid-19. As a result 2020 was pretty much written off and 2021 had to be significantly trimmed back. Nevertheless, we have managed to run a number of cruises and races throughout the summer season. In addition to that we have also finally run our "Tom Cunliffe" event at the

Leatherhead Theatre. As restrictions to our freedom are gradually relaxed, we have also organised one or two social events at the club, including a Tapas evening, a thoroughly entertaining quiz and to round off the year our traditional tasty mince pies and mulled wine evening.

THE NEW YEAR

So, things are looking up. With luck, 2022 will see a significant improvement in our fortunes with a full calendar of events. Please keep looking at the website and support your club by volunteering to be an event organiser. I am delighted to say this year we welcome

four new committee members, Gaius Hiscox, Nick Harman, Rupert Holloway and Penny Mills. Their roles in the club will be endorsed as the new committee is voted in at the AGM in January. New volunteers are the lifeblood of the club. My thanks to them for picking up the reins of club organisation. Now as far as my own 2022 is concerned, Jane and I hope to be reunited with our precious yacht Singapore Sling, currently sitting in a shed in Tallinn, and then we hope to sail the eastern Baltic for the summer. I hope all your sailing dreams and ambitions are also fulfilled this summer. *Dick*

Hamble Classic 2021 on Polly Agatha

Peter Denning takes part in the Hamble classic on Jeremy John's latest yacht

POLLY AGATHA IS A REPLICA BRISTOL PILOT CUTTER BUILT IN 2006 and now owned by Jeremy John. It has plenty of ropes to pull and just a couple of winches used as 'snubbers'. All the sails have 'tweakers' to either tension the halyards or sheets. Tweakers are basically a 4 to 1 ratio block system.

The Hamble Classic took place on September 11 and 12. The weather forecast was for winds on Friday and Saturday and light wind on Sunday.

BRISK START

We arrived on board Polly Agatha (PA) Friday afternoon and got ready to cast off ASAP to head to the Hamble. Wind was around 20 knots from the west. The idea was to practice some sailing but time was running out and Jeremy wanted to get there in daylight so we just motored. PA punched in to the westerly wind with ease and we arrived at the

Royal Southern Yacht Club (RSYC) at dusk.

Saturday morning came too soon with a breakfast to set us up for the day or possibly morning ...

THE RACE COURSE

Instructions were going to be given over the VHF close to the start time so we got going and got all the sails out and up. They consisted of jib, staysail, main and topsail. Wind was a westerly around 15 knots. The picture below shows just half the ropes involved with hoisting the sails. This includes the ones on the shrouds.



LEARNING THE ROPES

I started to learn which rope did what as you can't describe the rope by colour as they are all the same! Our start was a bit slow but once we had the sails trimmed, PA got into her stride and started to catch up. The Solent was busy with other races all seeming to be using the same race marks. It felt strange that all the other 'plastic' racers seem to keep clear of the classics. Possibly something to do with the bowsprit and that tacking was a relatively slow affair by modern boat designs. My main job was on the front half of PA, helping to hoist the sails and tacking the headsails.

The tacking process would take another article to describe with all the ropes involved but once understood was a fairly simple process as long as you had strength. After around 3 hours of racing, we finished middle of the fleet.

LIGHT WINDS

The forecast for Sunday was showing the winds getting



even lighter than originally predicted that was worrying as it seemed likely racing would be cancelled. Sunday arrived, sunny and no wind. We had breakfast and found out that racing was cancelled. There was talk about a breeze coming in the afternoon but realistically to late for racing. Prize giving was bought forward to 11am on a sunny and windless patio area at the RSYC. There seemed to be awards for everything including the best replica vessel that Jeremy picked up. I've grabbed the picture from



The tacking process would take another article to describe with all the ropes involved but once understood was a fairly simple process as long as you had strength.

Rick Tomlinson Photography website if anyone wants to see more.

PA came 4th out of 7 boats in the class and that I feel is respectable, seeing that we were only 4 on board whilst the others seemed to have 10 crew or more!

TIME TO RELAX

After prize giving we departed the Hamble with no wind. The wind did appear in the Solent but only enough to propel us at 2 knots against a 3 knot tide. Engine came back into life again. We anchored at Stokes Bay near the lifeboat station for a leisurely lunch sitting round the table in fold

up canvas chairs. All very civilised as the weather was no wind and sunny. After lunch we carried on with motoring and got PA back to her berth at around 4pm.

I'm not overly keen on racing having done the Round Island Race many times plus some JOG and RORC, but this was totally different. PA is big and heavy so you just sat where comfortable. Whilst moored up on Saturday evening another crew came over PA's decks to their boat. PA hardly rocked as 12 people climbed on board.

Would I do it again? Yes if invited, and I'm not sailing Redouble my 9m catamaran.

100,000 VESSELS IN AND OUT OF PORTSMOUTH

A Q&A with Queen's Harbour Master Nick Randall

How long have you worked on Portsmouth Naval Base?

This time, ten months! Up to the end of 2019, I spent 15 years in the Queen's Harbour Master's (QHM) department and 16 years before that as a Royal Navy officer.

What was your career path?

My time in the Royal Navy was mainly navigation-focused; I left as a specialist navigator and my last sea job was navigating HMS Invincible before spending three years on the fleet navigation team.

I joined the Civil Service in 2004 as a trainee Admiralty Pilot and spent about nine years doing that. Part of the job then was harbour control so I was managing the watch at harbour control and learning to be a pilot. I qualified as an all ships pilot, piloting a wide variety of ships, from mine-hunters to aircraft carriers.

In 2014, I became Deputy Queen's Harbour Master which I did for a couple of years before moving to the role of Chief Admiralty Pilot and Port Operations Manager in 2016. I did that for four years; the highlight of which was the busy period that led to the arrival of the carriers, including the major capital dredge in the harbour, the rebuilds of Princess Royal and Victory jetties and the installation of new navigation aids. It was a busy couple of years and I was one of the first pilots to be trained to bring the new carriers in.

At the end of 2019, I took a

job with the Marine Accident Investigation Branch in Southampton. I did that for about a year until the QHM job was advertised and I decided I wanted to get back to a more operationally focused role here in Portsmouth.

What does your job involve?

As far as the base is concerned, my team provides the services to get the ships in and get them back out to sea. We provide piloting, organise and direct the tugs, the riggers, the scheduling of the movements and provide a regulated and safe marine environment.

I was one of the first pilots trained to bring the new aircraft-carriers in

Of my team of 40, 16 provide the harbour's Vessel Traffic Service, 24/7, 365 days a year. We do our absolute utmost to support whatever the Royal Navy requires even when those requests are at short notice and my team works very hard to deliver.

We are responsible for about 55 square miles of the Solent so there is the regulation of traffic in that area; we work closely with the port of Southampton. We control over 100,000 vessel movements a year in and out of Portsmouth; the Isle of Wight ferries, cross-channel ferries and all the small craft come under our regulation.

We have a duty of care over organised events, including

sailing events and other leisure activities. You wouldn't expect these things to be covered by Defence but because we need to control traffic on the water, we also have a responsibility to keep the waters safe for all users.

We are responsible for conservancy, which is making sure the channels stay deep enough, getting dredgers in when we need to. We also make sure that all our navigation lights and marks are all in good condition and work when they need to.

This helps ensure the environment is safe for all mariners using the area. Primarily that is for defence but all other water users benefit from these services.

My responsibilities are delegated to me by the Secretary of State for Defence and by the Naval Base Commander. I have the authority to give directions, to tell people what to do if I need to and to enforce the regulations that we have. I have a team which has delegated responsibility from me to carry out the various aspects of our tasks, including the operational side of moving ships, traffic control and the regulation of the wider areas.

What makes you proud to support the Royal Navy?

I have been involved with it for 30 years and I have a lot of personal investment in both service in the navy and supporting it. I enjoy the job, I enjoy the people. It's certainly satisfying to see a ship deploy, it's even more satisfying to see it return.

THE PURSUIT RACE...

A unique annual event with each boat starting the race based on its club handicap which, if the handicaps are correct, all boats should in theory finish together! Report by Simon Davey

We were delighted to be able to run this year's Pursuit Race on 9th October. This was particularly pleasing with the race having been deferred from the previous weekend, with predicted 50 knot winds; to the extent that Bramblemet ceased to record a wind speed!

Overall, a very good day's sailing was had by all; with 7 boats participating, in unseasonably warm, sunny conditions.

We were very pleased to be able to run a race at all, in what were very light wind conditions; however, the majority of boats prevailed in the challenging light winds, and strong tides; with some very close racing and spinnaker runs on all 3 legs the boats managed to race, pretty much round the compass.

What this did result in was some very tight "nip and tuck" racing at the end

of the race between Lady of Hamford, Wild Rover and Eagle; with Eagle eventually winning, in some very tight, tactical, if slow racing. It was great to see Cheviot successfully complete their 1st race with the club, with Caressa also showing remarkable tenacity in completing the race in what were not ideal conditions for them.

There were retirements from Polly Agatha, in the

light wind conditions, and Sapphire, which had experienced engine problems prior to the race, and then sensibly avoiding a close encounter with a buoy in the light wind/strong tide conditions, but overall a good day's sailing was had by all, in warm, sunny conditions (in October...!).

As the last race of the season, this also decided the 2021 race championship, which was won by Eagle,

with Lady of Hamford hot on her heels in 2nd. We then joined Shibumi for dinner at the Folly Inn, on the Isle of Wight for an evening of sailors' tales and jollity.

FINAL RESULTS

1st: *Eagle*
2nd: *Lady of Hamford*
3rd: *Wild Rover*
4th: *Cheviot*
5th: *Caressa*
Retirements:
Polly Agatha and Sapphire



The keel and underside were scraped and sanded back to their original condition



We applied two coats of primer and then two coats of Hempel Tiger Xtra anti-foul



We used G3 cutting compound to get the topsides brilliantly white

Zhivili scrubbed

Simon Worthington takes us through his boat's winter maintenance

Winter maintenance is a vital part of boat ownership and many sailors regard the efforts needed to keep their yacht in good condition as more enjoyable than a chore.

While my shared boat Zhivili, a Beneteau 32S5, gets a power wash and scrub annually, every three or four years she gets a more thorough going over.

This year my partners and I took advantage of an offer from Thornham marina in Chichester harbour of a month ashore with power wash for £500, quite a saving on what was on offer from our home berth at Port Solent. This gave us the chance to give Zhivili's keel, underside and topsides a deep clean, prime and anti-foul as well as checking on other underwater fittings such as seacocks.

Our first hurdle was finding a high tide

suitable to get Zhivili into Thornham marina, where the approach channel dries at 3.1 metres. With a draft of 1.4m, we would need a high spring tide of at least 5m to give a clearance of about half a metre.

TIME AND TIDE WAITS FOR NO MAN

A date was identified in early November with a HW of 4.9m at 10am and similarly a month later in early December, allowing us four weeks to complete all of our planned tasks.

Thornham marina, which is very near Emsworth, is a quiet place due to its tidal restrictions and home to many catamarans and bilge keelers. Apart from its drying pontoon finger berths, it has a cill and pool with a maintained depth of 1.75m.

Its staff are also very friendly, giving out fobs for toilet and shower facilities and willing to

move the support cradle allowing for anti-foul to be painted across the full hull length.

There is also a good sail repairer on site, allowing us to get our sprayhood re-stitched and laundered, while last minute items were sourced at the local chandlery.

This year we decided to use a professional cutting compound on the topsides and deck, while the keel and underside were scraped and sanded back to their original condition.

The cast iron winged keel was probably the most difficult job needing lots of elbow grease to remove layers of anti-foul. Once sanded back, Fertan rust converter was applied and then two coats of Seajet 117 epoxy primer were applied giving a smooth surface.

After removing several layers of anti-foul from the hull, we applied two coats of primer and then two coats of Hempel Tiger Xtra anti-foul, choosing black as an alternative colour to our usual navy blue as it matched the waterline stripe and 32S5 logo on the topside.

We found that small paint rollers and trays

were better than large ones for applying primers and anti-foul.

We used G3 cutting compound to get the topsides nicely white, going over about twice before applying several coats of G3 wax, not a polish with extra cutting power we regularly reminded ourselves.

Any stains on the topsides were easily removed with Y10, while the anchor was painted silver with Hammerite.

We also greased seacocks, serviced winches and polished stainless steel fittings on deck. Off site we had the saloon and cabin cushions refurbished making them more comfy to sit and sleep on.

At the end of the month our 1989 boat looked like (nearly) new as she gleamed in the sunshine prior to being lifted back into the marina pool. All that was left was to negotiate the tricky shallow channel out with just 50 cms under the keel...

PS - The total cost of materials, repairs to sprayhood/cushions and our stay at Thornham marina came to about £1,200.



CHANNEL SAILING CLUB CALENDAR 2022



Up and coming social events, rallies, races and cruises are marked here but maybe subject to change or alteration,
please see channelsailingclub.org for more details

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
Jan	Sa	Sa	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We Burns Night	Th	Fr	Sa	Su	Mo
Feb	Tu	We	Th	Fr	Sa Chinese New Year Cowes	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We Wine Tasting	Th	Fr	Sa	Su	Mo			
Mar	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We Cooking on Board	Th
Apr	Fr	Sa W Cowes	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa Sparkes Marina Long Race	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa Beaulieu	Su
May	Su Beaulieu	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa Lymington Passage Race	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa Bembridge Nav Race	Su	Mo	Tu
Jun	We	Th Littlehampton	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa Weymouth	Su	Mo	Tu	We	Th	Fr	Sa Regatta	Su	Mo	Tu	We	Th	Fr	Sa Newtown Ck	Su	Mo	Tu	We	Th	
Jul	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa X-Channel Race	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa Folly Inn Races 9 & 10	Su
Aug	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa Is Harbour	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa CHERBOURG	Su	Mo	Tu	We
Sep	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa Port Hamble 2-Handed Race	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa E Cowes Race 12	Su	Mo	Tu	We	Th	Fr	
Oct								Sa Yarmouth Passage Race	Su						Sa Pursuit Race	Su							Sa Poole	Su							
Nov	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	
Dec	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

David Surman finds online Yachtmaster theory can be surprisingly challenging

SAILING BY CORRESPONDENCE

IN EARLY APRIL Navathome had been posting me reminders to my mobile for months after I had found them online. The special lockdown price was “ending soon”, so Lisa prompted me one Sunday to get the card out for £230. I determined to dispatch this smartly in the cold weather before early summer, well within the 6 month licence. DHL duly delivered and I cleared a small desk upstairs and set to. All lessons are accessed and monitored on their website and are divided into 12 main modules...every lesson section precedes sets of questions and these are marked automatically before complex or lengthy answers are reviewed by the small teaching team.

A GOOD START

It just started so well on April 10th, I flew through Dayskipper revision sections before embarking on Yachtmaster/Coastal Skipper theory. Everything had to be above the 50% mark, but many sections I was achieving 85 to 100%, so everything was set fair.

I tended to print off and make extra notes on paper so soon graduated to large ring binders and departed the small desk upstairs and invaded Lisa's dining room table with the laptop, charts, manuals, etc etc. The growing paperwork was cleared for breakfast, dinner and special occasions. countless exercises turned RYA Chart 3 to tatters. A lockdown run on them at the RYA necessitated hunting online. Ebay produced

I certainly didn't scoff but was quietly confident I could pass everything in 4-5 days. Wow.... How wrong can you be?

another two..[as pinpoint chart accuracy was being demanded], I saved a fresh one for the exams.

ALARM BELLS

As I completed the course I was told which sections I would have to re-visit to get everything up to the now revised 90% mark plus...preferably 100%, “to stand a good chance at the exams”. Alarm bells rang ! The hardest point each day was after dinner, in the evening heading to the work alone with a coffee instead of sinking into the seatee. I ploughed on, while Lisa completed Netflix box sets, played tennis, went out some days, shopped and lunched with the ladies along the south coast, read and snoozed on the seatee, laid a new lawn, and improved the house...in fact led a whole separate life! I hid a developing and serious addiction to Rocky chocolate biscuits, which has expanded the waistline. After a 4-5 hour session I would be tea-d out and to clear the head, in the cold evenings we would walk windward along the beach and then cut through Bexhill upwind.

EXAMINATIONS

I was ready to embark on examinations. The password to open the first exam, Col. Regs 1.5 hours, is only obtained after a review of all work and marks. Once started the clock is ticking: 30 days to complete all 7.5 hours of exams, otherwise it's all over. I certainly didn't scoff but was quietly confident I could pass everything in 4-5 days. Wow....how wrong can you be?

I passed Col. Regs first time despite being driven down into many tricky and confusing little areas, but then was sent around for a second 2.5 hour chartwork

At times, I regretted not waiting for Ken Fifield's classes, his calm and meticulously prepared approach. How had my impatience prevented me from greatly benefitting and being part of a good CSC group?

exam, which intensively and fully tested one as they remotely tracked and monitored my progress. A few days preparation time and big push was required for the 3.5 hour passage planning exam and this all had to be carefully examined, and modifications made, before being allowed to attempt the final hurdle. Through countless email exchanges we had to meticulously pick through the detail and attempt to polish up my knowledge and strive for a complete accuracy.

NO TIME IN THE SUN

Time was running short: I was sweating: Would all the huge effort be for nothing? I couldn't face that...with now summer heat, sun umbrella up and Lisa enjoying the garden, frustratingly inside every day I poured even more effort and hours into this seemingly bottomless pit. With hindsight I'm sure part of it was also a test to see if you as a skipper can, as the worn out 1939 government motivational mantra dictates... keep calm blah blah blah...and not completely blow a fuse!

Despite the very considerable skills, immediate availability and patience of my online tutors, who had virtually become friends and advisers, who I knew when they

logged on and off duty in France and the UK..... at times, I regretted not waiting for Ken Fifield's classes, his calm and meticulously prepared approach. How had my impatience prevented me from greatly benefitting and being part of a good CSC group progressing through sometimes tricky issues?

AWAITING MY RESULTS

As the 30 day examination period approached closure on the evening of 21st July, a congratulations email from the examiners dropped into the inbox. In sheer disbelief I had to re-read and print off. Lisa returned from evening tennis fully expecting no customary ready evening meal, and more Mr. Grumpy, but I unsuccessfully attempted to conceal such sheer delight. So much relief after all the endless email rallies with attached calculations and sketches, the frustration in polishing up each answer, and the work. A previous attempt had ended with numerous family problems and my father's passing in the Pacific. Lisa swept away the files and bundles of paperwork, almanacs and charts and I drove out to the shops tired but with pure relief and joy, to pick up a bottle of wine and victuals from Bengal Brasserie.

Ken Fifield the CSC RYA Training instructor runs annual theory courses for day skipper from the CSC club house, see channelsailingclub.org for more details or speak to Ken directly at the clubhouse on a Wednesday evening

Which way now?

Nigel Barraclough has a question for us

QWhat has served us for much of our sailing lives, yet never asked for gratitude for it was inanimate – a simple object standing proud above all that surrounded it?

AI give you: Fawley power station chimney – all 650 feet of it.

As a postgrad reading oceanography at Southampton University, I learnt my navigation in the Solent often in typical foul autumn weather which is my excuse for a certain error in navigation. I had taken a bearing on Fawley chimney and as you will all know that if you know the height of your object and the angle from the height to the base through mysteries of mathematics you can work out your position. Having taken said measurements and used the relevant tables I was able to place myself on one of blocks of flats that adorn the north-eastern side of Southampton Water, yet here I was floating, surrounded by water just opposite Netley – clearly something was wrong.

But how many of us have practiced or done our first 3 or 2 point fixes, running fixes or the greatest joy of all: double sextant fixes in which Fawley chimney was an integral part? Then there were the answers to that question “where are you?” “just south or east (seldom north or west) of Fawley chimney”.

We have returned from voyages east, west and south, in foul weather or fair, by night or day and seen the 4 pairs of red lights or the white top of the chimney and being able to think, reassuringly: ‘nearly home’.

So, what of our friend?

Commissioned in 1965 Fawley power station was a sea water cooled, oil fired (well it really would have been daft it was coal!) 2000 MW station that served Southampton and southern

Hampshire which in the end was unable to meet the emissions standards of more modern times and closed in 2013; basically it came to the end of its useful life and was worn out. The distinctive glass fronted control room was used in the films Rollerball, Mission Impossible and also for an episode of Channel 4's Endeavour.

Technically an electrostatic precipitator (ESP) the purpose of the 650 foot chimney was to dissipate the emissions from the power station. Little did they know that when they built the chimney they also built an iconic navigation mark that would serve tens of thousands of grateful yachties for many years.

There was talk of it becoming part of new housing or activity centre but in the end the decision was made for it be demolished one quiet Sunday morning November 1, 2021.

So farewell old friend! They couldn't knock you down and had to blow you up instead so at least you went out with a bang! May you live long in our memories for you served us well! Fawley chimney rest in peace! – the view across the Solent will never be quite the same again.

WAVELENGTH QUIZ

We all love a good quiz, and this time it's Leon Barbour who is testing your nautical and trivia knowledge. Answers on the last page

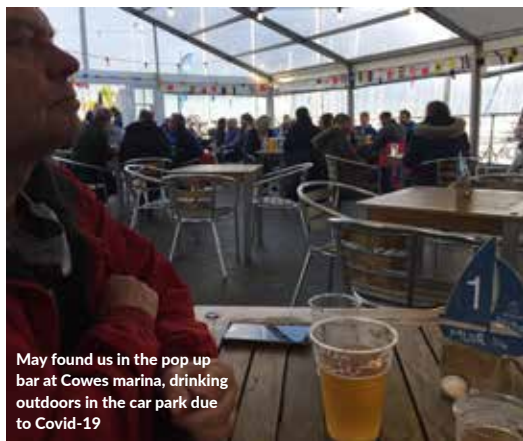
1. In what European City might you travel in a gondola?
2. Who wrote the poem 'Sea Fever'?
3. Name the brightest star in the sky.
4. The annual cricket match on Brambles Bank is currently played between which teams?
5. Name the largest island in the Mediterranean Sea
6. What do the letters SONAR stand for?
7. What was the name of the fictional vessel commanded by Captain Nemo?
8. What type of cloud is otherwise known as a 'fair weather' cloud?
9. Name the Captain in Herman Melville's novel "Moby Dick".
10. In who's name is a plaque erected in St Martha's Vinyard, NY State, USA, from where he set off on his last voyage, never to be seen again?
11. Name the vessel that beached on Brambles Bank, 3 January 2015, after developing a list.
12. Name one of the Red Funnel ferries travelling between S'ton & E Cowes.
13. The difference between a 'sounding' and it's 'charted depth' is known as what?
14. What is the difference between tidal rate, set and drift
15. What are the limits of the Moving Prohibitive Zone (MPZ) for large vessels navigating in the Precautionary Area (PA) outside of Cowes?
16. What is the difference between an 'Answering Pennant' & a 'Code Flag' in the International Code of Signals?
17. Who played all the right notes but not necessarily in the right order?



18. What does a vexillologist study?
19. Is it permitted to sail through a wind farm?
20. Who was the first captain to entirely circumnavigate the world and tell the tale?
21. Starboard tack gives way to port tack concerning two sailing vessels on a collision course. true or false?
22. From what year did the navy receive it's royal charter, henceforth to be known as the 'Royal Navy'?
23. What is meant by the term 'wearing ship'?
24. In 1960 the UK publishing ban was lifted on what 1928 book?
25. When and where in the world was the first IMO-approved TSS (traffic separation scheme) introduced?
26. What astronomical term is given to the shortest day of the year?
27. Which country has the longest coastline in the world? A: Indonesia; B: Russia or C: Canada
28. Which country has the shortest coastline in the world?
29. What type of cloud is otherwise known as a 'fair weather' cloud?
30. Rear Admiral Francis Beaufort devised the first official wind scale. Who devised the first official shipping forecast?

2021 IN PICTURES...

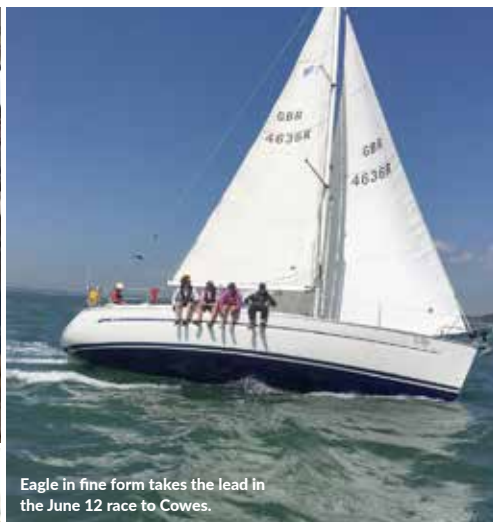
CSC has managed a few races, rallies and social events despite Covid-19



May found us in the pop up bar at Cowes marina, drinking outdoors in the car park due to Covid-19



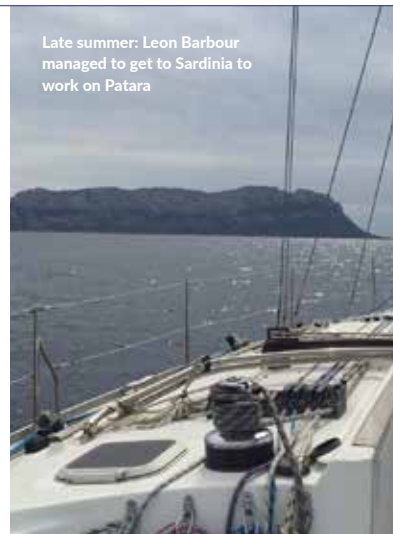
August rally to Lymington ended with a meal in the Lymington Town Sailing club



Eagle in fine form takes the lead in the June 12 race to Cowes.



We win back the Wooden Spoon from Chichester Cruiser Racing Club



Late summer: Leon Barbour managed to get to Sardinia to work on Patara



October pursuit race



Halloween social event was a great success.



Polly Agatha



September passage races



Tom Cunliffe entertains the club with his talk at the Leatherhead Theatre

'Motley bunch of pirates'

Peter Thomas (still clearing his loft!) has dug out an old magazine article that tells of a CSC Spring cruise to Alderney back in 2000

Twenty-two years ago the Channel Sailing Club gained national fame with a four-page feature in the magazine *Sailing Today*.

It was penned by member Paul Richmond-Darbey who had joined the CSC to "swap the slippery, cold, wet topsides" of a racing yacht for the "warm cosy saloon of a gentle cruising yacht".

14 BOATS

It told the tale of a spring cruise organised by cruise leader Ken Hare in which 14 boats planned to sail to France and the Channel Islands before heading back to Britain a week later.

Paul was crew on Morning Light, a Westerly Falcon 34, and was joined by experienced racer John Richards whose boat had been "T-boned" at the finish of the Round the Island race.

The cruise was due to start on Saturday but some boats couldn't start until Sunday so the plan was to meet Sunday night in Braye, Alderney, followed by Carteret on Monday, St Helier on Tuesday followed by a rest day and

St Peter Port on Thursday where a cruise dinner would be held. Then it was back to Cherbourg on Friday before the cross channel return.

TOP BOOZE TIP

Paul remembered one crucial tip at the pre-cruise briefing at the CSC HQ at Epsom Sports Club that was to take empty bottles to refill with cheap booze at Bucktrout's wine shop in St Peter Port, Guernsey.

After a sociable night at the Castle pub in Gosport on Friday, the cruise began the next morning in hot weather, with crews swapping foul weather gear for shorts and T-shirts for the trip to Cherbourg.

Among the other boats mentioned in the article included Buibui, Factotem, Whisper, Hope, Sea Rush and Pell Mell.

After reaching Braye harbour, Alderney, the following day, plans were hampered by thick fog which cut visibility to 100 metres and as crews waited for the fog to lift, the strong tide turned against them for the

trip to Carteret.

Some boats did venture out and reported back on the VHF with varying degrees of visibility at sea.

Morning Light and about ten other boats then took the decision to abandon Carteret as the next port of call and head instead for Guernsey, arriving at about 7pm in Victoria Marina, St Peter Port. There, crews filled up their empty bottles at the cheap booze shop - including gin at £6.40 a litre and whisky at £7.60 a litre.

JOLLY ROGER

The next day's cruise briefing - known as a JR because of the original club's Jolly Roger flag - agreed to a lay day in port mainly because they had cut it too fine to get over the marina cill.

The following day boats seemingly split up with some heading for Cherbourg, others going to Omonville for a moulles and frites lunch.

Battling strong winds, Paul and his crew on Morning Light made it safely into Cherbourg where they came across one Brit sailor who

had been storm bound in the French town for five days and had apparently 'gone native' as he was dressed in a striped T-shirt, beret and beard and clutching a baguette.

With a forecast of northerly winds the next morning, Morning Light had an early start for the journey home. The wind veered and they put two reefs in the mainsail for a "cracking good sail" across the Channel lasting about 12 hours.

A squall hit Morning Light as they approached the Isle of

Wight, but Paul didn't notice as he confessed to being "zonked out in my snug bunk with a lee board to hold me tight."

After arriving at Haslar marina, a takeaway meal of fish and chips was enjoyed in Factotem's cosy saloon.

Paul mused that he "had to confess that the gentle sport of cruising could be almost as knacker as the racing game".

The *Sailing Today* article - dated December 2000 - told readers that the CSC had

several hundred members and about 80 Solent-based yachts. Annual membership cost £20 and there were about 30 different cruises and events each year including Channel cruises and training events.

It quoted sailing author and instructor John Goode who described the CSC as a "a motley, personable bunch of pirates and you could do a lot worse than join them for a bit of fun".

*Abridged by
Simon Worthington*



Braye Bay Alderney

My mental health

Frank Gibson has a problem that he needs to share

The mental health of people in the UK is a serious issue. Experts believe that one in four adults in the UK are likely to have a mental health problem at some stage in their lifetime.

My mental health condition came to a head late last year. The symptoms had been increasing for some time, but they went completely out of control in December 2020.

WARNING SIGNS

Let me recount my sorry tale as a warning to others.

Since joining the Channel Sailing Club in 2013, I had enjoyed my exciting adventures with Janet Sainsbury and Keith Gibbs. However, these had not put me off sailing!

I then was given a regular berth on Eagle with Alick, Tom and James. Different, but no less exciting experiences, in CSC racing events and various cruises to France, the Channel Islands and the West Country.

This was when the mental issues started.

I began to feel that I wanted to do more than be a crewperson on someone else's boat. I realised that at

the age of 71, it was now or never!

THE NEUROSIS GREW

Fantasies about being in control of when and where to go, cruising to far flung places started to take over my thoughts.

In the end, I completely lost control and started to search of a boat of my own. I had hoped that friends within the club, particularly Tom Ainsworth would help.

I have also been lucky to have people who are willing to take their lives in their hands and sail with me regularly

They would calm me down and help me seek professional guidance. Far from it! Tom didn't help at all. He encouraged my fantasies and even went so far as to come with me to look at boats and assisted me (indulged my sickness) in selecting Sapphire, my 2006 Bavaria 37 Cruiser.

Since buying Sapphire in December 2020 there

have been a couple of small wrinkles.

Firstly, the last (hopefully) lockdown that happened almost immediately.

Secondly, my heart issues required a couple of procedures that knocked me back a little.

OUT ON THE WATER

However, since around July last year, I have been able to enjoy Sapphire and sail with the club.

I have been tremendously fortunate that some great friends have recognised my condition; and have done their best, not to cure me, but to indulge me.

I owe particular thanks to Tom Ainsworth, for getting me into this in the first place. James Ainsworth for giving me some great tutoring; Mike Ralph, who has been constant source of good company, masses of experience and good advice.

I have also been lucky to have people who are willing to take their lives in their hands and sail with me regularly. Nick Harman particularly has been fool enough to do this and hopefully will continue to do this next season.

1 POT, 3 COURSES

Nigel Barraclough takes the idea of cooking in one pot to new extremes

MY COOKING SKILLS HAVE EVOLVED OVER MANY YEARS

and some meals have been more unorthodox than others, allow me to share a method of cooking that had become an old standby.

One cycling holiday a friend and I found ourselves at Boggle Hole youth hostel adjacent to the North Sea in Yorkshire. Tired, hungry and thirsty after a good day in the saddle we needed sustenance. It was at this point we met four Girl Guides who had just completed their meal having used one pan for their entire meal and asked if we could use it.

Course one: Soup

First off went in the soup – meat and vegetable with a bit of corned beef and extra seasoning (found on the shelves) to give more body.

Course two: Stew

Having finished the soup we started on the stew. Fresh mince, the rest of the corned beef, onion, mushrooms, tinned potatoes, carrots, tomatoes and a few fresh



peas, a stock cup and a beef cup-a-soup completed the dish. Boggle Hole stew a la Barraclough and Cox!

Course three: Pudding

Stew completed, we now came to the tinned sponge pudding, which we cooked in the can in boiling water. You notice that I have not mentioned the washing up. At the same time as we cooked the pud, in went our cooking utensils. Thirty five minutes later we fished out the can and served the pud, then a further 10 minutes later used the hot water to clean the two bowls we had used, wiped out and dried the now clean pan and utensils.

Three courses, one pan, all washing up done – now that is “one pot cooking!”

QUIZ ANSWERS

1. Venice
2. John Masefield
3. Sirius
4. RSNYC & ISC
5. Sicily
6. Sound Navigation & Ranging
7. Nautilus
8. Cumulus
9. Ahab
10. Joshua Slocum - 'Not in the churchyard shall he sleep, Amid the silent gloom; His home was on the mighty deep, And there shall be his tomb, No village bell shall toll for him, It's mournful solemn dirge; It's winds shall chant a requiem, To him beneath the surge.'
11. MV Höegh Osaka, a car transporter
12. Red Eagle, Red Falcon & Red Osprey
13. Height of tide sounding = actual depth = CD + Ht. of Tide
14. Speed (kn), direction (deg) distance (nM)
15. 1000m ahead & 100m either side plus 'safe distance' astern vs vessels >150m Such vessels display a black cylinder by day or 3 vertical all-round red lights by night. (Only one vessel allowed in PA if >220m)
16. None, they are different expressions for the same thing.
17. Eric Morecombe
18. Flags
19. Yes
20. Francis Drake in 1580 following the Magellan-Elcano circumnavigation during which Capitano Ferdinand Magellan's died in the Philippines
21. False
22. 1660 on the return of Prince Charles from exile to become King Charles II
23. Bringing the stern of a 'square rigger' through the wind from one quarter to the other (in a fore & aft rig boat = to gybe)
24. Lady Chatterley's Lover D H Lawrence
25. 1967 Dover Strait/Pas de Calais
26. Winter Solstice
27. C.
28. Monaco
29. Cumulus
30. Captain Robert Fitzroy, founder of the Meteorological Office in 1853

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